

## **Major Discussion Items of the 5th Meeting of the Kowloon City District Council**

### **Purpose**

This paper aims to report on the major issues discussed at the 5th meeting of the Kowloon City District Council (KCDC) on 24 July 2008.

### **Stage 2 Public Engagement for the Urban Design Study for the New Central Harbourfront**

2. Members were glad to note that, when devising design concepts for the new Central harbourfront, the Development Bureau met public aspirations by setting low development intensity for the site. In addition, building heights would descend from inland towards the harbourfront to display a stepped profile so as to enable the public to better enjoy the superb Victoria Harbour view. To further perfect the development plan, Members suggested that the Government should consider the provision of a monorail system along the waterfront promenade plus a public staircase for the use of passengers of water taxis as well as the construction of a landmark to beautify the cityscape in the new Central harbourfront. The relocation of the Queen's Pier in Central sparked fervent discussion amongst Members, more of whom supported the proposal of relocating the Pier at the seaside with the aim of reviving its function and avoiding changes to the original design of Central-Wan Chai Bypass, Road P2. Yet Members also pointed out that reassembling the Queen's Pier at its previous location next to the City Hall would help preserve its look and value in history. In general, the majority of Members agreed that the decision of relocating the Pier should be made on the basis of the public views collected. If the citizens recognized the need for relocation of the Pier, KCDC would incline to endorse the proposal of reassembling it at the seaside so as to restore its function.

### **Concern over the Change of Route Plan of KMB Bus Route 5**

3. Members reflected that KMB bus route no.5 was most highly used by residents in Kowloon City district as a means to go to ferry piers from where they travelled to Hong Kong Island. The Transport Department (TD) approved the Kowloon Motor Bus Company Ltd. (KMB) to move the bus terminal point from Star Ferry Pier to Mody Road in Tsim Sha Tsui without consulting the Kowloon City District Board to take into account the wishes of residents. Members unanimously agreed to request the TD and the KMB to reinstate the route of bus no.5 with its

destination reverted to Tsim Sha Tsui Star Ferry Pier.

4. The TD explained that the change of route was attributed to a swap of the starting points of bus route no.5 and no.203E at the request of residents in Wong Tai Sin district with the aim of boosting passenger volume and enhancing the quality of service. The starting points of the former and latter bus routes were respectively at Choi Hung Estate and Fu Shan Estate. To avoid the consequence of grouping KMB bus no.5 into the fare adjustment category due to an extended route, the TD approved the proposal of the KMB to move the terminal point of bus no.5 from Star Ferry Pier to Mody Road in Tsim Sha Tsui. To minimize the inconvenience caused by such a change, the KMB offered Octopus bus-bus interchange discount to passengers of bus route no.5 who took no.8A to Tsim Sha Tsui Star Ferry Pier. For residents in Kowloon City district, they could take routes no.5A, 55C or 28 to go directly to Tsim Sha Tsui Star Ferry Pier. The TD promised to monitor closely the operation of bus route no.5 and would continue to lobby the KMB for giving more interchange discount to passengers.

### **The Work of Planning Department**

5. When attending the meeting, the Director of Planning introduced to Members the work of the department and elaborated the overall planning of Kowloon City District. Members raised the following subjects of concern of the residents for discussion with the Director:

- (1) the Government should expedite the project of Kai Tak Development as well as the construction of the cruise terminal and the waterfront promenade extending from Tsim Sha Tsui East to Kwun Tong;
- (2) to further lower the plot ratio of the land near Whampoa district in Hung Hom as requested by residents;
- (3) to facilitate the integration of old and new districts through landuse planning so as to ensure that offensive trades such as vehicle repair workshops, funeral parlours, Buddhist and Taoist halls would move out of residential premises; and
- (4) the enforcement powers of the Planning Department.

### **Hong Kong Rehabilitation Programme Plan**

6. Members supported the following two policy directions formulated by the

Government with a view to promoting the integration of people with disabilities into society:

- (1) to encourage cross-sectoral collaboration in order to provide a barrier-free environment and diversified services for persons with disabilities; and
- (2) to enhance the ability of persons with disabilities and their family members so as to turn them into people of value in society.

Although newly-constructed and renovated buildings were required by law to provide access facilities for disabled persons to facilitate their movement, Members urged the Government to continue to persuade the business sector to upgrade the current design of shopping centers and private buildings so that the target of creating a barrier-free environment could be achieved as early as possible. With regard to the employment-related problems faced by the disabled, the Government placed high transport cost at the top of the list while the issue of standardizing sign language used by the deaf-mute came second.

#### **Input to Help Recall a Positive Memory of Bruce Lee**

7. Members hoped that the Government would proactively consider establishing a museum for international superstar Bruce Lee. As for site selection, Mui Hok Villa, the former home of Bruce Lee in Cumberland Road in Kowloon Tong, which signified the identity of the martial arts icon as a Hong Kong citizen, was considered a desirable option despite the huge changes it had undergone. Should the Government plan to convert the site into Bruce Lee Museum, it had to conduct a detailed study and provide necessary ancillary facilities to ensure that visitors would not cause negative impacts on the district. Besides, to claim the support of residents in Kowloon Tong, the authority should launch a consultation exercise within the district in due course.

Kowloon City District Office  
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